



Association of Bay Area Governments

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May 5, 1982

TO: Executive Board Representatives and Alternates
Regional Planning Committee Members
Cooperating Members
Planning Directors of Bay Area Cities and Counties
Bay Area Regional and Inter-County Agencies and Special
Interest Groups
State and Federal Funding Agencies

FM: Supervisor Joseph P. Bort, Chairman
Regional Planning Committee

RE: 1981 Amendments to the ABAG Regional Plan for the San
Francisco Bay Area

Attached, for insertion in your copy of the 1980 edition of the Regional Plan for the San Francisco Bay Area, are the following amendments approved by the General Assembly in 1981:

1. Introduction to the Regional Planning Program. ^{INSTITUTE OF GOVERNMENTAL} ~~Replaces the~~ ^{Replaces the} ~~back~~ ^{back} ~~divider~~ ^{divider} entitled PART II, THE REGIONAL PLANNING PROGRAM.
2. A new ECONOMIC DEVELOPMENT chapter, containing Introduction, Objectives, Policies and Actions. ^{MAY 11 1982} ~~Replaces~~ ^{Replaces} Economic Development pages 1 - 5 in the 1980 edition. ^{UNIVERSITY OF CALIFORNIA}
3. A new ENERGY section of the ENVIRONMENTAL QUALITY chapter, containing Introduction, Objectives, Policies and Actions. Replaces Energy page 1.
4. A revised SAFETY chapter, containing revised Introduction, new FLOODING Objectives, Policies and Actions, and existing EARTHQUAKES section. Replaces Safety pages 1 - 10.
5. A revised TRANSPORTATION chapter, containing policies from MTC's 1981 update of the Regional Transportation Plan. Replaces Transportation pages 1 - 10.
6. A revised REGIONAL STRATEGIES chapter, containing updated Introduction and Urban Development and Open Space Strategies and deleting New Community Strategy. Replaces Regional Strategies pages 1 - 4.

Copies have also been distributed to ABAG's depository libraries in the nine Bay Area counties. For information about the location of the libraries or to purchase additional copies, please call ABAG's Public Affairs Department.

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ECONOMIC DEVELOPMENT

Regional Problems and Opportunities

The San Francisco Bay Area is fortunate in enjoying general economic prosperity and a strong foundation for economic growth. In examining the current state of the region's economy and looking into the future, a number of questions need to be addressed. Why are there persistent pockets of unemployment in the midst of growth? How can more of the benefits of new job creation go to the Bay Area's currently unemployed residents and distressed areas? What can be done to resolve barriers to the Bay Area's current growth patterns in relation to housing and transportation constraints? What can be done to assist local governments, in the face of growing fiscal constraints, to provide the facilities needed to support new development? How can regional considerations and local land use decisions best be balanced in considering and approving investment projects? How can economic development and environmental quality objectives be jointly pursued, as both are needed to guide the region's future?

By addressing these questions, Bay Area governments seek to retain economic growth within the region and ensure that economic development is accomplished consistent with other objectives of the Regional Plan. For the purposes of the Regional Plan, economic development is defined as activities which contribute to public and private investment in the Bay Area to provide jobs and raise living standards for residents, enhance the economic vitality of industries and areas within the region and expand the fiscal base of Bay Area communities. Sustaining needed investment and helping reduce

unemployment and economic distress are the major challenges facing the region.

Recent History

The San Francisco Bay Area has a growing and highly diversified economic base, serving as a worldwide center for the high technology industry, a center for western and national corporate headquarters, and a major entreport for international trade. Over the last two decades, approximately 1 million jobs have been added to the Bay Area and new job growth in the region has occurred at a rate 50 percent above the national average. The Bay Area economy exhibits particular strength in economic sectors that are emerging nationally: the high technology industry and service and office industries. Other important economic sectors in the Bay Area include tourism, the food processing industry, long distance transportation and government.

During recent years, new challenges to the Bay Area's underlying strong and favorable growth trend have emerged. New housing growth has occurred at increasing distances from major employment centers. Housing prices have soared to unprecedented levels, and commute loads are fast approaching saturation levels, two factors which serve as disincentives to continued industrial growth. While the high technology industry is burgeoning, many manufacturing industries such as food processing, which have traditionally provided jobs to Bay Area residents, are now shifting from older industrial areas to more attractive locations, often outside the region, leaving behind higher unemployment and a weakened local tax base for some communities.

White collar job growth has not solved the unemployment problems of the region's substantial blue collar work force. A steady increase in female labor force participation, continued immigration of job seekers and the changing skill requirements of new jobs have led to unemployment rates considerably above the national average for minorities, disadvantaged groups and economically distressed communities.

Economic Development and Public Policy

While the Bay Area does not face the traditional problems of a declining economy, it must cope with the more complicated challenge of managing strong market forces for growth in a way that preserves the unique qualities of the region and assists communities experiencing distress. Key to fostering a growing, healthy economy over the long term is the retention of expansion of key industries in the Bay Area. Expanding industries need to be encouraged to grow in compatible locations where available housing, good transportation and a ready labor force are present and the needed infrastructure can be developed. Special attention needs to be devoted to encourage new investment in economically distressed communities within the region, to link the benefits from growth occurring in the Bay Area's growing and economically distressed communities.

Based on the problems and potentials accompanying the growth pattern of the Bay Area economy, the following issues warrant priority attention in framing economic development policies for the region.

1. Jobs/Housing Imbalance

The region's imbalance between the

centers of new job growth and the growth of available housing place strains on the region's transportation system and employees' incomes, increase air pollution and energy consumption and make attracting a work force more difficult and expensive for firms. The imbalance between the many new jobs created in the region and the few new housing units has increased housing prices and put great pressure particularly on the rental housing market. The jobs/housing imbalance has emerged as a key problem facing economic development in the Bay Area. Encouraging complementary jobs and housing growth patterns is vital to the continued economic health of the Bay Area, as is the production of new housing commensurate with new job creation.

2. Persistence of Unemployment

The fast pace of new job growth has not solved the problems of high unemployment for many minority and disadvantaged citizens, central city and rural residents and lower skilled workers. Better access for unemployed and disadvantaged residents to jobs is needed both by increasing physical access to job sites through improved transit systems and by increasing employability through education and job-linked training programs.

3. Local Land Use Policies and Regional Development

The region's economy is strongly influenced by the actions of local governments which have responsibility for structuring the pattern of residential, commercial and industrial development through determination of land use and zoning policies. However, the larger areawide impacts of local policies and decisions are often not taken

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into account, and frequently there is very little information available to a community about how a local decision may affect neighbor jurisdictions or the region as a whole. As a consequence, local land use policies do not always correspond to regional development needs and priorities. Attention should be given to the development of better information and incentives to encourage approval of projects that help solve regional problems.

4. Environmental Regulations and Growth

Balance between economic development and environmental goals is essential to provide for long term growth for the benefit of Bay Area residents consonant with maintenance of environmental quality. Where current environmental regulations seriously hamper the development of a desired industry or project, careful attention is needed to determine how development can proceed while maintaining the desired level of environmental quality. In addition, the development of a fairer, simpler and more predictable permit review and approval process will encourage new investment.

5. Economic Development and Fiscal Constraints

Public service and development infrastructure costs are rising while revenue sources and spending decisions of California cities and counties are subject to increasing restrictions. Industrial and

commercial growth are often advantageous for the development of a sound municipal economic base, but the public facilities needed to support this growth must increasingly compete in the budget with other community needs. Where a proposed development project does not pay its own way in terms of local generation of revenues, the fiscal impact needs to be assessed in a larger consideration of the full costs and benefits that are associated with the project. In addition, attention needs to be directed to the development of new techniques, such as tax sharing and joint public/private partnerships, that can be used to assist cities and counties in financing capital investments required to support needed investment projects for economic growth.

REFERENCES

- o Bay Area Permit Directory for Industrial Development, 1977.
- o Industrial Siting Pilot Project, February 1978.
- o San Francisco Bay Area Economic Profile, October 1979.
- o San Francisco Bay Area: Economic Development and the Regional Issues, October 1979.
- o Projections 79 - Population, Employment, Housing for the San Francisco Bay Area 1980-2000, January 1980.

Because of changes in the Bay Area's economy over the past decade, economic development policies approved in the 1970 Regional Plan are not included in this document. A new Economic Development chapter, building on recent studies, is being developed as this edition of the Regional Plan goes to press. The Plan's loose-leaf format will permit insertion of economic development objectives, policies and strategies for the 1980s.

The implementing actions below were approved in November 1979. The General Assembly directed that they be included in the Economic Development section of the Regional Plan for consideration in preparing economic development objectives and policies, as well as to guide staff in providing services to member governments, developing advocacy positions and reviewing development projects of regional significance.

IMPLEMENTING ACTIONS--ABAG

SERVICE

1. ABAG will issue periodic reports to disseminate useful information to stimulate economic development consistent with the region's needs.
2. ABAG will assist local governments and special districts, on request, in cost-benefit analysis of environmental control projects, and in identifying employment impacts related to construction, operation and maintenance of environmental control projects.
3. ABAG will assist local

governments and special districts, on request, to identify and develop local community planning programs to address impacts of compliance with on-site disposal standards in unsewered areas on location, timing, density and amount of new development, where such impacts might occur.

ADVOCACY

1. ABAG will advocate increased State and Federal funds to expand opportunities for economic development planning and manpower training, especially for disadvantaged groups.
2. ABAG will advocate special State and Federal funds to assist population groups and industries adversely affected by projects and programs proposed by local governments and private interests to comply with environmental regulations.
3. ABAG will advocate integration among State and Federal financial assistance and regulatory programs for environmental quality, economic development, housing, energy conservation, etc.
4. ABAG will advocate State and Federal loan/loan guarantee levels to facilitate compliance with environmental quality regulations, giving priority consideration in acquiring Small Business Administration and California Pollution Control Financing Authority Loans to smaller businesses facing excessive costs, to minimize closures or relocation.

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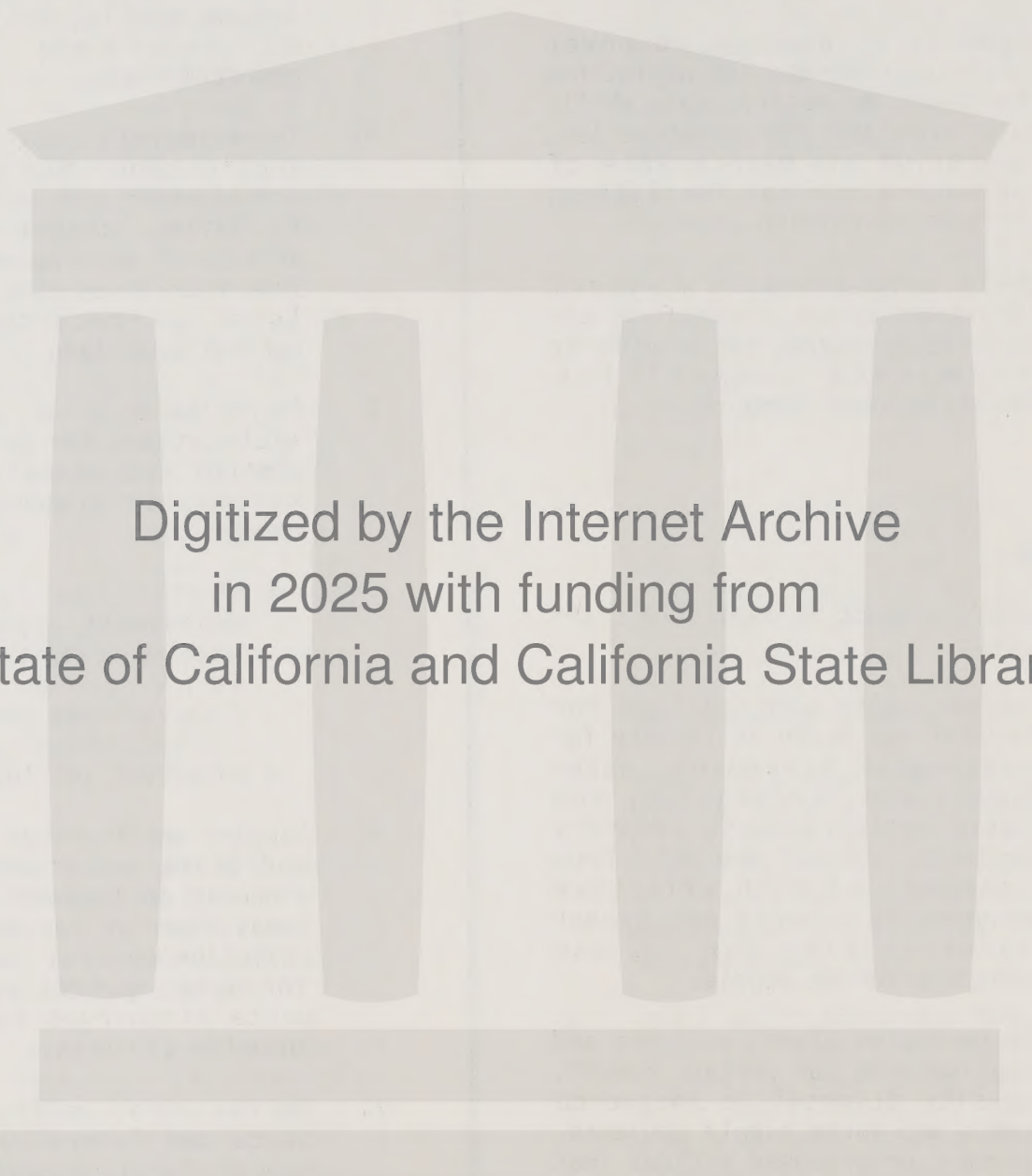
5. ABAG will advocate incentives to the private sector to facilitate compliance with pollution control regulations and minimize costs passed on to consumers in increased product prices.
6. ABAG will advocate manpower training programs and assistance to assure necessary labor skills are available for construction, operation and maintenance of pollution control facilities; provide retraining programs.
7. ABAG will advocate Federal implementation of uniform air quality standards nationwide to eliminate competitive disadvantages among regions.

REVIEW

ABAG will, subject to available staff resources:

1. In reviewing applications for Federal and State assistance for wastewater treatment, water supply and reclamation, and solid waste/resource recovery projects, support projects from communities with effective programs to promote employment opportunities for low and moderate income people.
2. In reviewing plans, projects and applications for surface runoff, on-site disposal in unsewered areas and water supply projects, comment on proposed actions that would have adverse impacts on employment opportunities for lower income people.

3. In reviewing plans, projects and applications for wastewater treatment and water supply facilities, comment on actions that would cause a decrease in housing opportunities for low income people, or an imbalance of housing and job opportunities.
4. In reviewing plans, projects and applications for wastewater treatment and water supply facilities, comment on potential effects of development resulting from facilities construction on local efforts to preserve agricultural land.
5. In reviewing plans, projects and applications for surface runoff control and consolidation of wastewater treatment plants, comment on:
 - o short- and long-term employment opportunities for residents of the service area and disadvantaged groups
 - o potential job losses.
6. Support applications for Federal and State assistance for local economic development programs in areas where it can be shown that pollution control requirements for water quality and hazardous waste discharges have forced industry closures.
7. In reviewing applications for State and Federal assistance, support local community planning programs that address impacts on growth resulting from compliance with on-site disposal standards.



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ENERGY

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ENERGY

Regional Problems and Opportunities

The San Francisco Bay Region has been affected, as has the entire country, by the rising cost of energy and the impact of this increase on the continued inflation of overall costs in the regional economy. Industrial growth in certain sectors is influenced considerably by both the cost and the supply of energy in the region. Increasingly, communities are recognizing their role in minimizing energy consumption.

These problems present ABAG with an opportunity to assist local governments in designing programs to

conserve energy resources.

As a foundation for developing regional policies to balance energy conservation with continued growth and environmental quality control, ABAG is looking more closely at the region's current consumption of energy. Future demand will be estimated and energy conservation projects and programs in the Bay Area and elsewhere will be analyzed for potential impacts on the region's economy and environmental quality.

Recommended policies and implementing programs will be considered in the FY 1981-82 plan amendment process and will be added to the Regional Plan after General Assembly approval.

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SAFETY

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Regional Problems and Opportunities

Few Bay Area jurisdictions are entirely free of land areas with geological characteristics that make them vulnerable to environmental hazards such as earthquakes, flooding, landslides, and settlement. The primary focus of regional planning for these critical areas is to assist local governments in protecting the public from land-related hazards.

The potential consequences of earthquakes and flooding are clearly multijurisdictional--a fact which has led to greater attention being given to earthquake preparedness and floodplain planning at all levels of government. State law requires that local governments prepare seismic safety and safety elements. Local earthquake response and dam failure evacuation plans are prepared and coordinated with the assistance of the California Office of Emergency Services. A State Seismic Safety Commission has been established and the Legislature has enacted a number of earthquake related bills. New legislation related to safety concerns is proposed most years both in Sacramento and in Washington. The Federal government makes subsidized insurance rates available to homeowners in jurisdictions that meet the requirements for participation in the National Flood Insurance Program.

While unstable slopes and soil or foundation problems usually have only minor interjurisdictional impacts, their prevalence throughout the region makes them issues of regional concern. An ABAG survey of local regulations related to geologic and hydrologic hazards in 1977 indicates that local governments rank hillside and slope instability as the most severe problem, with earthquakes a

close second.

The regional objectives for earthquake preparedness planning (developed in the ABAG report: Regional Earthquake Safety Issues and Objectives and approved as a Regional Plan amendment in May 1978) encompass pre-disaster hazard reduction, emergency response during and immediately following an earthquake, and post-disaster recovery. The same range of objectives applies to future planning for other natural hazards.

- o Pre-disaster actions which local governments can take to reduce possible loss of life and property damage from land-related hazards include:
 - identification and assessment of geologic hazards and their impacts,
 - correction of potentially hazardous conditions in existing structures, and
 - development of controls to ensure that new construction on sensitive land areas is engineered to mitigate hazards. (ABAG's Land Capability Analysis developed a method for local governments to use in estimating the costs of building safely in potentially hazardous areas.)
- o Emergency response actions include continuing improvement and intercounty coordination of local emergency preparedness plans developed with assistance from the State Office of Emergency Preparedness.
- o Post-disaster recovery planning should focus on avoidance of hazardous areas and conditions to

reduce future risks to public safety.

The overall objective of governments in environmental safety planning is to reduce the occurrence of harmful natural phenomena where it is possible and to prevent or minimize impacts on people where it is not.

Earthquake Safety objectives and policies, approved in May, 1978 and contained in this chapter, focus on:

- o incorporating seismic safety concerns into ABAG's plan and project review function
- o supporting or advocating legislation at the State and federal level
- o providing assistance to ABAG's member governments in improving their safety and seismic safety programs

The service activities have led to several recent projects, including:

- o a survey of local regulations related to geologic and hydrologic hazards, constraints and resources
- o a survey of geotechnical study costs
- o a review of earthquake insurance issues
- o an extensive review of earthquake hazards and local government liability
- o a comprehensive earthquake hazard mapping project.

A survey of local regulations related to geologic and hydrologic hazards, completed in May 1977, determined current actions being taken by local

governments regarding earthquakes, flooding, landslides and settlement. The major conclusions were that, while local governments have fairly comprehensive regulations, there are still areas where requirements are not adequate:

- mechanisms for mitigating hazardous buildings,
- processes for building after an earthquake in a manner that minimizes public hazards from future earthquakes,
- policies for areas that would be inundated should a dam or dike fail, and
- specific programs to ensure disclosure of areas of known geologic hazards or hazardous buildings, either to the public at large or to prospective buyers of land or structures.

The survey of geotechnical study costs has provided data that can be used by local governments to predict the costs of some of the studies being required in areas of known or suspected hazards.

The legal issues confronting public agencies for earthquake-related hazards, especially hazardous buildings and actions taken as a result of earthquake predictions, have been so ambiguous that local governments are hesitant to take decisive action. ABAG's study of liability clarified many issues and also resulted in ABAG's advocacy of State legislation dealing with hazardous buildings and earthquake prediction that was adopted in 1979.

The earthquake mapping project, begun in January 1979, is providing strong

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technical support for the safety policies. It is enabling ABAG staff to conduct land capability and facilities siting analyses not only for all nine Bay Area counties, but also at the fine resolution of one hectare (2-1/2 acres). These overlaying and modeling capabilities are extremely important not only for creating the hazard maps in the first place, but also for combining earthquake safety and other safety concerns with other physical, economic, and social constraints for site evaluation and impacts analyses. (See Part III. Local Government Services)

ABAG staff, with the help of the Flooding Technical Advisory Committee, is developing a more complete set of policies and actions to deal with the flooding problems brought to the public's attention with the severe flooding in the Delta and North Bay communities in the winter of 1979-80. New flooding policies are scheduled for approval in FY 1980-81, and will be available for inclusion in the Regional Plan binder.

Conflicting Objectives

The land capability analysis method for local governments to use in estimating engineering costs in order to condition development in potentially hazardous areas gives local governments an alternative to prohibiting development altogether and can promote the regional objective of infilling. It would allow hillside development but would increase the cost of hillside housing. Demographic data show that low-income and minority housing is concentrated in the flatlands around the Bay, with higher priced residential neighborhoods and communities clustered in the

foothills that rise from the Bay plain. Development of expensive hillside housing would reinforce this pattern and run counter to the regional housing objective of maximizing housing choices for all income levels.

Other conflicts are implicit in the objective of post-disaster planning to avoid hazardous areas and conditions in reconstruction. In the past, the need for rapid rebuilding to restore services and economic stability--to put people back to work--has overridden this objective.

For many local governments, funds to enforce the mitigation of hazardous existing buildings cannot be squeezed out of overstrained budgets.

Environmental safety issues and their costs must be taken into account in contingency planning for environmental management, in transportation corridor studies, in facilities siting studies, as well as in implementing the housing subsidy allocation system.

REFERENCES

Regional and Local Actions and Other Issues

- o Areas of Critical Environmental Concern, June 1975. Updated May 1976.
- o Recommended ABAG Civil Preparedness Plan of Action, December 1975.
- o On Shaky Ground, Summaries of Workshops, February 1976.

- o Land Capability Analysis for Planning and Decision Making, February 1976.
- o Hazards Evaluation for Disaster Planning, February 1976.
- o Earthquake Preparedness, Ideas for Action, February 1976.
- o Regional Earthquake Safety Issues and Objectives, February 1977.
- o A Review of Local Regulations Related to Geologic and Hydrologic Hazards, Constraints and Resources, May 1977.
- o Earthquake Insurance Issues, September 1977.
- o A Review of Geotechnical Study Costs, April 1978.
- o We're Not Ready for the Big Quake -- What Local Governments Can Do, March 1980

Earthquake Liability

- o Legal References on Earthquake Hazards and Local Government Liability, December, 1978.
- o Earthquake Hazards and Local Government Liability, Executive Summary, January, 1979.
- o Will Local Government be Liable for Earthquake Losses?, January, 1979.
- o Attorney's Guide to Earthquake Liability, February, 1979.

Earthquake Mapping

- o Earthquake Intensity and Expected Cost in the San Francisco Bay Area, February, 1978.
- o A Guide to ABAG's Earthquake Hazard Mapping Capability, March, 1980.

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SAFETY

FLOODING

OBJECTIVE

1. To reduce the potential for severe hardship caused by flooding.

POLICIES

1. Protect floodplains of multijurisdictional rivers and streams.
2. Protect areas subject to inundation by dike or dam failure.

IMPLEMENTING ACTIONS--ABAG

SERVICE

1. ABAG will, on request, assist local governments in the use of Land Capability Analysis, BASIS and other techniques to anticipate and assess the impacts of growth resulting from wastewater treatment and water supply facility construction related to characteristics of the proposed development site, e.g., geologically hazardous areas.
2. ABAG will assist local governments and industry in selection of hazardous waste disposal site(s) to meet stringent geological and hydrological standards.

REVIEW

1. ABAG will comment on local emergency systems plans by stating whether or not a current County or City dam failure

evacuation plan has been approved by the California Office of Emergency Services.

2. ABAG will, subject to availability of staff resources, in reviewing plans, projects and applications for wastewater treatment and water supply facilities, comment on the potential effects of development resulting from the project on local efforts to direct development away from geologically hazardous areas.

EARTHQUAKES

OBJECTIVE 1:

1. To help ensure that adequate commitment is made to earthquake hazard reductions.

IMPLEMENTING ACTIONS--ABAG

SERVICE

1. ABAG will offer planning and information assistance, as available, to member governments in initiating, refining, and improving their seismic safety programs.
2. ABAG will, on request, assist local governments in the use of Land Capability Analysis, BASIS and other techniques to anticipate and assess the impacts of growth resulting from wastewater treatment and water supply facility construction

related to characteristics of the proposed development site, e.g., geologically hazardous areas.

3. ABAG will assist local governments and industry in selection of hazardous waste disposal site(s) to meet stringent geological and hydrological standards.

ADVOCACY

1. ABAG will advocate and support State legislation to strengthen current seismic safety program guidelines, criteria, and procedures, and will request State funding for refining and updating seismic and related general plan elements.
2. ABAG will advocate and support State and Federal legislation to fund the implementation of local seismic safety programs.
3. ABAG will advocate and support State and Federal legislation to fund the rebuilding or structural modification of hospitals and other emergency facilities that do not meet current State requirements.
4. ABAG will advocate and support development at State and Federal levels of model codes and ordinances that approach building and foundation design and site planning from an interdisciplinary point of view, so that both structural and functional failure are addressed.
5. ABAG will advocate and support State legislation that will require geologic and seismic investigations which are consistent with the hazard and

the use proposed.

6. ABAG will strongly advocate State and Federal programs to provide for building rehabilitation funding and incentives (low cost loans, tax benefits, etc.).

REVIEW

1. To encourage local governments to reduce earthquake risks, ABAG will review and comment on the adequacy of local plan elements and other seismic safety programs with respect to:
 - o procedures for the identification and assessment of geologic and seismic hazards and their impacts,
 - o provisions for the timely adoption of the latest edition of the Uniform Building Code, and amendments deemed necessary for local conditions, and
 - o procedures for implementing and enforcing ordinances to identify, inspect and abate hazardous structures or structural components.
2. ABAG's review comments on development proposals will address:
 - o the completeness of the description of geologic and seismic hazards affecting the site,
 - o an evaluation of those problems in relation to the proposed development, and

- o provisions that additional engineering precautions will be taken when necessary to mitigate these hazards.

EXCEPTION

Historic structures exempted from this policy due to recent State legislation which specifies safety requirements for historic buildings. That legislation is the California Health and Safety Code; State Historical Building Code, Part 2.7 Section 18951-18960.

3. ABAG will, subject to availability of staff resources, in reviewing plans, projects and applications for wastewater treatment and water supply facilities, comment on the potential effects of development resulting from the project on local efforts to direct development away from geologically hazardous areas.

OBJECTIVE 2:

1. To help ensure that adequate commitment is made to improving emergency systems.

IMPLEMENTING ACTIONS--ABAG

SERVICE

1. ABAG will offer planning and information assistance, as available, to member governments in refining and improving their capabilities for responding to earthquakes.

2. ABAG will provide, when appropriate, a forum for developing regionwide earthquake safety functions in cooperation with the State.
3. ABAG will make its Hazards Evaluation booklet available to member governments and will provide, as available, assistance in its use.
4. ABAG will provide assistance, as available, to member governments in collecting information for the public in both the operational and planning aspects of earthquake preparedness.

ADVOCACY

1. ABAG will advocate and support appropriate State and Federal legislation to fund the improvement and increased enforcement of standards for assuring continuity of operation of vital facilities and services during an earthquake emergency.
2. ABAG will advocate and support appropriate State and Federal legislation to strengthen emergency planning and operating programs.
3. ABAG will advocate and support appropriate State and Federal legislation to fund research of earthquake prediction and programs designed to warn citizens of an impending earthquake.

REVIEW

1. ABAG will comment upon local safety programs by stating whether or not:
o current County or City earthquake emergency plans

have been approved by the California Office of Emergency Services (OES),

- o the jurisdiction regularly participates in periodic local and multi-jurisdictional disaster exercises, and
 - o provisions are made for planning the general emergency response made necessary by new projects.
2. ABAG's comments on development proposals will include a review of the description of the potential emergency consequences of destructive earthquakes that might affect the development.

RECOMMENDATIONS TO RESPONSIBLE AGENCIES

Counties

1. In cooperation with BCDC and the Corps of Engineers, identify emergency disposal sites for disaster-generated rubble and debris.

OBJECTIVE 3:

1. To take full advantage of the long-term reconstruction following an earthquake to avoid hazardous areas and conditions and thereby reduce the risk from future earthquakes.

IMPLEMENTING ACTIONS--ABAG

SERVICE

1. ABAG will provide the forum for raising and studying public

safety and economic questions that arise when local governments review or develop reconstruction policies following an earthquake disaster.

ADVOCACY

1. ABAG will advocate and support State and Federal legislation to foster the development and implementation of reconstruction policies reducing public hazards and economic vulnerability from future earthquakes.

REVIEW

1. ABAG will comment on the completeness of local plan elements and seismic safety programs by evaluating their description of redevelopment proposals for rebuilding in a manner that minimizes public hazards from future earthquakes.

OBJECTIVE 4:

1. To help lessen the potential for severe economic hardship following an earthquake.

IMPLEMENTING ACTIONS--ABAG

SERVICE

1. ABAG will offer assistance, as available, to member governments in estimating the potential physical and economic consequences of destructive earthquakes using the methods described in the ABAG Land Capability Analysis and Hazards Evaluation reports.

ADVOCACY

1. ABAG will advocate and support means to help restore economic stability after an earthquake, including new legislation and research studies.

REVIEW

1. ABAG will comment on the completeness of local plan elements and seismic safety programs by evaluating their recognition of State and Federal sources of economic aid.

OBJECTIVE 5:

1. To clarify the present uncertain and ambiguous legal situation related to geologic and seismic hazard reduction measures and earthquake prediction.

IMPLEMENTING ACTIONS--ABAG

SERVICE

1. ABAG will continue to provide information on the legal issues confronting local governments relating to earthquake and earthquake prediction activities.

ADVOCACY

1. ABAG will advocate and support State and Federal legislation clarifying the legal issues confronting public agencies for geologic and seismic hazards and earthquake prediction.

OBJECTIVE 6:

1. To improve earthquake safety

program coordination.

IMPLEMENTING ACTIONS--ABAG

SERVICE

1. Hazard reduction measures will be considered in the assessment portion and other appropriate sections of the ABAG environmental management planning effort (associated with Section 208 of the Federal Water Pollution Control Act Amendments).
2. ABAG, in cooperation with the State, will provide a forum for coordination of emergency service functions, when requested by local emergency service personnel.
3. ABAG will work for better cooperation between the Public Utilities Commission, utilities and local governments in disaster preparedness.

ADVOCACY

1. ABAG will advocate and support State and Federal legislation providing funds for developing a comprehensive method for identifying and evaluating the physical, economic, and social impacts of destructive earthquake.

REVIEW

1. ABAG will encourage local governments to identify and resolve inconsistencies between their own seismic safety standards and those of neighboring jurisdictions.

OBJECTIVE 7:

1. To increase public awareness of earthquake problems.

IMPLEMENTING ACTIONS--ABAG

SERVICE

1. ABAG will publish periodic and timely messages on programs available on TV, radio, or other media.
2. ABAG will assist member governments, on request, in collecting, developing and disseminating information to the general public (including non-English speaking people) and to public service agencies (such as utilities and financial institutions) in all aspects of

earthquake preparedness.

3. Subject to funding, ABAG will provide workshops on reduction of geologic and seismic hazards.

ADVOCACY

1. ABAG will advocate and support State and Federal legislation to insure disclosure of geologic and seismic information contained in locally required geotechnical reports.

REVIEW

1. ABAG will urge local governments to include provisions in their plans and earthquake safety programs to ensure disclosure of areas of known geologic hazards and hazardous buildings.

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TRANSPORTATION

This chapter is adapted from the Regional Transportation Plan, 1979 Edition, prepared by the Metropolitan Transportation Commission. A memorandum of understanding signed in 1973 by ABAG, MTC and the California Department of Transportation, established that the RTP was to be considered as the transportation component--and hence an integral part--of the Regional Plan.

A revised Regional Transportation Plan is now being reviewed by the Commission for approval in October 1980. Subsequently, a new Transportation Chapter of ABAG's Regional Plan will be prepared to replace the present one.

Regional Problems and Opportunities

In preparing the Regional Transportation Plan, the Metropolitan Transportation Commission identified the following major transportation issues:

THE ISSUE OF PLANNED REGIONAL DEVELOPMENT

The level of urban growth and development.

Regional planning strategy for growth and development.

Choice of transportation systems to serve and coordinate with growth and development.

Coordination among regional agencies.

THE ISSUE OF ENVIRONMENTAL IMPACT

Pollution - air, water, noise.

Resource conservation - the

consumption of energy.

Irreplaceable resources.

Seismic disturbances.

THE ISSUE OF SOCIAL AND ECONOMIC OPPORTUNITY

Access to employment, schools, recreation, shopping and health facilities.

Transport for low-mobility groups.

Social and economic disruptions to neighborhoods and communities - the relocation problem.

THE ISSUE OF IMPLEMENTING TRANSPORTATION POLICY

The planning and decision-making process.

Public involvement - responsiveness to community values.

Financial - resource allocation.

Institutional - responsibilities for decision-making.

Transport innovation - use of new transport technology.

THE ISSUE OF PLANNING, PROGRAMMING AND OPERATING TRANSPORTATION SYSTEMS

Long-range transportation systems and financial planning (20 years and beyond).

Programming of transportation investment (10 years).

Establishing priorities for transportation implementation

programs (5 years).

Operating transportation facilities (1 year).

The basic purpose of the Regional Transportation Plan is the provision of safe, efficient, environmentally responsive transportation facilities and services at reasonable cost for the movement of people and goods through a coordinated transportation system composed of mass transit, highways, airports, seaports and railroads.

Underlying regional transportation planning is the assumption that transportation systems do more than meet travel demand. Transportation planning must be viewed in terms of other fundamental regional and community goals, such as protection and enhancement of a pleasant and healthy environment and the maintenance of desirable social and economic structures. Because of the multiple values which must be considered, goals will sometimes be in conflict. There are no rigid priorities which can be applied to all situations. Each program must be evaluated in terms of the extent to which it best achieves an overall balance between conflicting goals. However, because of the inefficient and damaging imbalance in the present regional transportation facilities caused by over-reliance on private automobiles, all objectives and policies of the RTP should be applied and interpreted in light of a general objective of reducing the total number of private automobile trips in the Region for the foreseeable future. Where new facilities are required for moving people, facilities designed to specifically provide for modes other than or in addition to the private automobile shall be given higher priority than those facilities which provide for

the private automobile without specific provisions for other modes.

Because of the interdependence of transportation planning and other regional planning, a major effort has been made to adopt policies that complement and support programs of federal, state, and regional agencies--such as the regional development projections formulated by the Joint ABAG/MTC planning program, the Association of Bay Area Governments' 1970-1990 Regional Plan, as revised through November 1979, the Bay Conservation and Development Commission's Bay Plan, and the regulations of the State of California Air Resources Board.

Transportation objectives and policies respond to four basic goals:

- o Coordination with Planned Regional Development
- o Preservation of the Environment
- o Provision for Social and Economic Opportunity
- o Effective Transportation Decision-Making

The objectives and policies have been organized into six general categories. No single policy or objective has priority over any other policy or objective. No rank order of policies is intended, and no significance should be attached to the ordering. When policies are found to conflict with a specific project, it will be the Commission's responsibility to determine whether that specific project achieves an acceptable balance between the conflicting policies.

Superseded

TRANSPORTATION SYSTEM

OBJECTIVE A:

Transportation programs shall consist of well-coordinated multimodal systems to meet demonstrated travel demand which is consistent with policies of other regional agencies.

OBJECTIVE B:

Transportation programs will be designed to reduce dependence on the automobile as a transportation mode.

OBJECTIVE C:

More efficient use of existing transportation facilities shall be explored as an alternative to construction of new facilities.

POLICY 1.1

MTC shall emphasize the development of public transit to provide a level of mobility within this mode that is more reasonably comparable to that afforded by the privately owned automobile.

POLICY 1.2

Highway programs shall be designed to support the economic and social needs of the region by providing for efficient movement of the people and goods within, to and from the region.

POLICY 1.3

Major urbanized areas and gateways to the region shall be linked by highway facilities.

POLICY 1.4

Major urbanized areas shall be served by frequently scheduled trunk line transit service.

POLICY 1.5

Major transit service improvements shall be made within congested core areas of the region.

POLICY 1.6

Transit service shall be provided throughout the region in response to demonstrated need. The levels of service provided shall be subject to funding availability and shall show a reasonable relationship between the costs of providing the service and the benefits derived from the service.

POLICY 1.7

Transit shall meet peak-hour travel demands to major activity centers, assuring reasonable comfort and convenience.

POLICY 1.8

Transportation programs shall support equal opportunity for all residents to have economical access to jobs, social services and recreational activities.

POLICY 1.9

The speed, frequency and service efficiency of transit shall be increased to enable it to compete with the automobile as a feasible and attractive choice.

POLICY 1.10

Programs shall be developed to induce greater use of transit to meet peak-hour travel demands in major travel corridors including provision of automobile parking facilities at outlying transit stops and bicycle parking where appropriate at all major transit stops, and assurance of adequate feeder transit service.

POLICY 1.11

Programs shall be developed to use transit to accommodate an increasing proportion of non-peak period and non-work related trips, including service to high use recreational areas.

POLICY 1.12

Pricing mechanisms and other economic incentives and traffic and parking restrictions shall be considered for appropriate application to reduce automobile and traffic congestion and improve access in major urban areas consistent with local and regional interests.

POLICY 1.13

Pedestrian access shall be given priority as a transportation mode where activity concentration is so high that most convenient access is achieved by walking or limited distance "people movers," shuttles, bicycles, or other pedestrian facilities.

POLICY 1.14

The development of bicycle facilities to achieve access by bicycles throughout the region shall be given a high priority.

POLICY 1.14a

Provision for transporting bicycles on mass transit shall be encouraged to permit bicycles to function as flexible feeder service vehicles at trip ends.

POLICY 1.15

In those areas where adequate transit service is not feasible, highway

investment shall provide a reasonable level of service for travel demands.

POLICY 1.16

Before approval of new highway facilities, the corridor shall be evaluated for transit rights-of-way needs and for the feasibility of a transit alternative to the highway.

POLICY 1.17

Highway planning and investment shall give priority to increasing the ability of existing highways to move people and goods.

POLICY 1.18

Where major transit need has been established, transit systems may be given precedence for use of portions of highway, street and bridge rights-of-way.

POLICY 1.19

Changes in working patterns (such as adoption of staggered or flexible working hours) shall be encouraged in order to reduce peak hour travel demands by spreading them over a broader time base.

POLICY 1.20

In recognizing the interdependence of highway, transit, rail, airport and maritime systems within the region, MTC shall require that the principal transfer locations be adequate in number and strategically situated to provide efficient, convenient and economical interface among modes.

POLICY 1.20a

The planning, design, and development of transportation terminals shall integrate bus, rail, highway, bicycle

and pedestrian ways at principal terminal locations to maximize use of all transportation elements and enhance the opportunity for people to move conveniently and safely between their homes, jobs and other chosen activities.

POLICY 1.20b

Community access needs to the regional transportation system, regional and neighborhood land development goals and objectives, and the complexity of the surrounding elements of the regional transportation system and associated environmental considerations, shall determine the scale of design of transportation terminals.

POLICY 1.20c

The design of transportation terminals shall be responsive to the care and comfort of travelers by providing patrons safe and convenient transfer service and necessary restrooms, waiting rooms and associated services.

POLICY 1.20d

Terminals shall be planned, designed and developed in harmony with adjacent uses and, where consistent with land use policies, shall be planned with joint private development participation to provide as an integral part of terminals such facilities as offices, housing, shops, concessions and other patron-serving facilities.

POLICY 1.20e

MTC shall recommend that legislation be enacted to permit cities, counties, transit operating agencies, private developers, regional agencies, and the California Department of Transportation to

jointly develop and/or operate transportation terminals in a manner consistent with the regional transportation plan.

POLICY 1.21

The regional highway and regional transit systems (public and private) and the local streets, highway and transit systems (public and private) shall be planned and designed to complement each other.

COMPREHENSIVE PLANNING

OBJECTIVE D:

Transportation programs shall service and reinforce other regional agency goals, including land use, population, employment, social and urban development and environmental preservation.

POLICY 2.1

Transportation programs shall be coordinated with and consistent with planned regional growth and development plans of ABAG, regional agencies and their successors.

POLICY 2.2

Transportation programs shall be designed to provide service capacity which corresponds to the travel demand generated by activities approved by other regional agencies.

IMPLEMENTING ACTIONS--ABAG

(from Regional Plan amendments, 1979)

SERVICE

1. ABAG will work with MTC in the subregional planning program to identify transportation improvement needs occurring as a

result of growth impacts of new wastewater treatment and water supply facilities.

2. ABAG will work with MTC in the subregional planning program to identify population groups needing improved transit service as a result of transportation actions to reduce motor vehicle emissions.

POLICY 2.3

The planning of transportation systems shall be coordinated with other regional agencies as a means of guiding regional development according to policies of regional agencies.

POLICY 2.4

Staging of transportation facilities investment shall correspond to staged development of the metropolitan centers in accordance with the ABAG Plan.

POLICY 2.5

Decisions regarding transportation programs shall protect natural resources and environmental and social values of the region even if this means little or no access for motorized vehicles to some areas.

POLICY 2.6

To the extent that any transportation projects might represent a portion of a larger project, the nature and intent of the larger project shall be evaluated in terms of its consistency with regional goals.

PHYSICAL ENVIRONMENT

OBJECTIVE E:

Transportation programs shall be designed to conserve energy resources insofar as this is consistent with the provision of necessary and adequate transportation service.

OBJECTIVE F:

Transportation programs shall be designed to maximize safety and high quality of facilities and services using all economically and technically feasible means available.

OBJECTIVE G:

Transportation programs shall be designed to enhance the physical environment, or to avoid or to minimize adverse impact on the physical environment.

POLICY 3.1

Transportation programs shall ensure conservation and efficient utilization of energy resources.

POLICY 3.2

MTC shall, in cooperation with regulatory agencies, such as the State Public Utilities Commission, employ standards of safety and high quality in the regional transportation system.

POLICY 3.3

A high priority shall be given to projects which are designed to improve the safety of existing facilities.

POLICY 3.4

Continuing investigation of the applicability of advances in

Superseded

transportation technology to Bay Area transportation problems and needs shall be maintained.

POLICY 3.5

New transportation facilities shall be planned, located and constructed to minimize the damage from earthquakes and to facilitate evacuation rescue and relief in the event of earthquake, fire or other disaster, where possible.

POLICY 3.6

All transportation program designs and plans shall include consideration of information from regulatory and planning agencies that will help to achieve present and future air and water quality standards.

POLICY 3.7

Transportation program designs and plans shall include estimates of air pollution emissions and their air quality impacts, so that these plans can be evaluated for consistency with the applicable State Implementation Plan for attaining and maintaining the national and State ambient air quality standards.

POLICY 3.8

In the development of transportation programs, alternatives that lessen, avoid, or minimize excess noise shall be selected.

POLICY 3.9

Facilities for transportation shall not impinge upon irreplaceable resources such as the Bay and its shoreline, important open sites, prime agricultural areas and fish and wildlife, unless there are no feasible alternatives which comply with other MTC policies, in which

case mitigation measures will be maximized.

SOCIAL ENVIRONMENT

OBJECTIVE H:

Transportation programs shall be designed to minimize social and economic disruptions to developed neighborhoods and communities in the region and to provide fair compensation and replacement of housing and community facilities to those whose lives are disrupted.

OBJECTIVE I:

Transportation programs and services shall be designed to meet the needs of all social groups with special emphasis on disadvantaged and low-mobility groups.

POLICY 4.1

The impact of transportation programs upon social groups and economic groups shall be carefully analyzed to minimize inequities.

POLICY 4.2

The disruption of neighborhoods and communities caused by new transportation facilities shall be fully evaluated and plans for adjustment shall be developed.

POLICY 4.3

Visual aesthetics of transportation facilities shall be encouraged.

POLICY 4.4

Level of transportation service shall be a function of social need as well as travel demand.

POLICY 4.5

Transportation programs designed to solve the transit problems of minorities, elderly, young, handicapped, economically disadvantaged and other nondrivers shall be an integral part of regional transportation planning.

POLICY 4.6

Transit programs shall give a high priority to areas in the region where no transit exists or where the level of transit service is inadequate to meet existing needs.

IMPLEMENTING ACTIONS--ABAG

(from Regional Plan amendments, 1979)

ADVOCACY

1. ABAG will advocate, with MTC, increased Federal and State funds for transit, especially for disadvantaged groups and people in rural and other areas unserved by transit.
2. ABAG will advocate manpower training funds to ensure needed labor skills are available for new jobs created in industries serving automobile manufacturing, automotive repair and service industries, and the transit sector, resulting from implementation of mobile source and transportation controls to reduce emissions from motor vehicles.
3. ABAG will advocate a ceiling on costs of automobile inspection-maintenance and repairs to ease the cost burden differential on lower income people.

POLICY 4.7

Transportation programs shall be designed to provide service to the economically disadvantaged.

POLICY 4.8

MTC administration of transportation programs shall be designed to encourage improved patterns of employment and development of affirmative action plans by transportation agencies. MTC shall require that applicants for monies administered by MTC show compliance with Federal and State requirements concerning civil rights and affirmative action as a condition for funding approval. MTC shall show leadership in developing model affirmative action policies.

SPECIAL TRANSPORT ELEMENT

OBJECTIVE J:

The airport system shall be planned and developed on a regional basis in coordination with ABAG, BCDC and other regional agencies to provide a coordinated, safe, efficient, energy conservant, and environmentally sound system offering all users an adequate level of service.

OBJECTIVE K:

The planning and development of the regional port system shall ensure the continuation of the San Francisco Bay Port System as a major world port and a contributor to the economic vitality of the region; shall include the provision of integrated and improved surface transportation facilities between San Francisco Bay ports and terminals and other regional transportation systems; and shall maintain and improve the environmental qualities of the San Francisco Bay and its environs in a

manner consistent with the McAteer-Petris Act and the BCDC San Francisco Bay Plan.

OBJECTIVE L:

Goods movement shall be planned and developed on a regional basis so that goods movement and people movement are coordinated to achieve maximum efficiency of transportation systems and facilities.

POLICY 5.1

The Regional Airport Systems Study - Final Plan, as it is adopted and amended by the Commission, will serve as the airport element of the RTP for the Commission in its review of airport development proposals.

POLICY 5.2

Airport capacity and support facilities shall be planned and distributed to provide a reasonable level of service to users and to minimize airspace conflict and delay.

POLICY 5.3

Aviation demand shall be met without jeopardizing safety.

POLICY 5.4

Airport ground access facilities shall be developed to emphasize transit and shall have the realizable aim of accommodating ground access demand at a minimum level of 25% served by transit.

POLICY 5.5

The Regional Airport System shall be developed and operated in a manner which shall minimize noise and air pollution in sensitive and populated areas. The system shall minimize disruption of wildlife habitats,

tidelands and the Bay. Specific mitigation measures shall be included as part of an airport expansion project in the event there is unavoidable environmental disruption.

POLICY 5.6

The planning and development of the Regional Airport System shall be an integral part of the Regional Transportation System and shall be coordinated with Federal, State and local aviation/airport authorities. The Commission shall assess the impact of State and national policies of conservation on the development of new regional airport facilities.

POLICY 5.7

Seaport planning shall be in conformance with the Regional Transportation Plan, the BCDC San Francisco Bay Plan, and plans of other regional agencies.

POLICY 5.8

Surface transportation facilities shall be developed and maintained as an integral part of the existing and planned transportation system.

POLICY 5.9

All steps shall be taken to assure there is sufficient utilization and operation of existing marine terminal facilities to accommodate existing and projected Bay region waterborne commerce, and that all potential improvements to existing facilities have been given adequate consideration before sponsorship is given to proposed new marine terminal development. Port planning shall be conducted on a gateway basis (that is, consideration shall be given to port needs within both the San Francisco Bay and Delta Waterway

systems) to ensure that proposed San Francisco Bay Region marine terminal facilities do not unnecessarily duplicate the adequately performed functions and capacities of existing facilities.

POLICY 5.10

Bay shoreline areas identified in the BCDC San Francisco Bay Plan as suitable for marine terminal use shall be preserved for such use.

POLICY 5.11

Marine terminals shall be designed, whenever feasible, to permit public viewing of Port activities.

POLICY 5.12

Communications shall be established with the freight transport industry in the region in an effort to coordinate regional transportation planning with freight transport needs.

POLICY 5.13

In conjunction with Federal and State agencies, MTC shall study interregional high speed rail service as an alternative to other modes and shall ensure that programs to accommodate such service shall be designed and implemented as parts of the regional transportation system.

POLICY IMPLEMENTATION

Objectives and policies in this chapter relate to MTC's implementation responsibilities and are not included here.

REFERENCES

For further details of MTC's regional transportation planning program see: Regional Transportation Plan, 1979 Edition; available from the Metropolitan Transportation Commission, Hotel Claremont, Berkeley, California 94705.

Superseded

REGIONAL STRATEGIES

Regional strategies are unified sets of actions that implement multiple objectives included elsewhere in the Plan. They are individual programs that treat the development of the region at the broadest scale.

This approach contrasts with the policies and implementing actions in the previous sections of the Plan. Those statements center around single objectives, and the actions they prescribe. For example, a program for housing looks at many ways of providing housing, but it does not pretend to deal with problems of environmental quality. A strategy, on the other hand, approaches regional problems by forming a package of actions, such as the management of overall urban or undeveloped land resources, from relevant sections of all objectives.

These two approaches - the policies which examine all possible actions to deal with one subject area and strategies which identify a cluster of responses to larger issues - are complementary to each other. Both are necessary in a regional plan that looks at individual concerns but acknowledges the reality that implementation on a day-to-day basis necessitates actions that deal with more than one problem at a time. These two approaches together constitute a comprehensive planning process.

The "city-centered" concept, the underlying principle of the Regional Plan 1970:1990, consists largely of broad land use and development actions and here is called the "Urban Development Strategy," in keeping with recent State and Federal policy

statements. The Open Space strategy of the 1970 Plan, is, in essence, the counterpart of the Urban Development Strategy--its actions are aimed at protecting land areas where development should not occur. A third strategy addresses a single aspect of all plan objectives--the need to expand Equal Opportunity to all Bay Area residents in achieving the social and economic benefits of the region.

With the exception of the Equal Opportunity Strategy that was approved in 1978, the Regional Plan's strategies on the following pages are the product of the best thinking of local decision-makers in the late 1960s about how they wanted their region to grow in the next twenty years.

While many of the principles of the city-centered concept or the open space strategy are just as valid today as they were ten years ago, those first Bay Area regional planners could not foresee what was to come in the next decade just ended: the growing jobs/housing imbalance, energy shortages, Propositions 13 and 4. Neither did they anticipate the complexities to be faced in improving environmental quality while meeting the growing region's needs for residential, industrial and commercial development.

Because yesterday's planning is no longer equal to today's problems, ABAG is committed to a major reexamination, over the next two years, of the basic foundation of its Regional Plan--its guidelines and strategies for growth and development in balance with environmental quality for the 1980s.

REGIONAL STRATEGIES

A. URBAN DEVELOPMENT

1. The Bay Area and its communities should be organized into a City-Centered Region.
2. Accordingly, urban growth in the region should be guided into or around existing or new communities in accordance with the broad framework proposed in this Plan.
3. Living, working, and shopping within the same community should be planned and promoted by all levels of government and the private sector. To make this possible, a wide range of well-serviced residential units convenient to urban centers of employment will be required. The need for long commuting should be reduced.
4. Urban development should be organized to promote communities of sufficient scale to attract and support a wide range of convenient services and facilities and to provide focal points for wider regional identification.
5. Policies for open space, water, sewage, and transportation should be coordinated to guide the timing, location, growth, and, wherever necessary, the limits of urban development.
6. Legislation should be encouraged by which to guide regional patterns of growth and development.
7. Communities should evolve through the organizing and

strengthening of existing developed parts of the region and through addition of planned new communities. Open space should be selectively acquired or reserved through development rights for the purposes of shaping and serving urban growth in accordance with the policy for a City-Centered Bay Region.

8. Controlled development areas should be located around the urban fringe of each community to provide, if needed, holding zones to permit the orderly extension of urbanization or the creation of new communities. Land scheduled for early use should be released in units of neighborhood size or larger, and unified planning and design concepts should be applied in order to prevent wasteful, unattractive, and ecologically damaging scattered development.
9. Each community should center around a core of intense activity where commercial, governmental, cultural, recreational, health, and educational services are provided.
10. Existing community centers which are becoming blighted should be rebuilt through coordinated policies and programs at all levels of government. This rebuilding should involve both private and public interest.
11. The Association should develop the regional fiscal and developmental plans and programs needed to assist in the evolution of strong community centers.

(Regional Plan 1970:1990)

Superseded

IMPLEMENTING ACTIONS--ABAG

REVIEW

In review of plans and projects ABAG will specifically look for provisions which:

1. Show a commitment to in-fill of areas already committed to a development pattern reflecting availability of community facilities and services. Special justification shall be required for proposals which encourage scattered development not related to committed growth patterns or urban service areas and capability.
2. Provide decreased reliance on the automobile as the basic transportation mode for daily life rather than alternative means of travel, particularly public transit. Special justification shall be required for proposals which indicate a continued reliance on the automobile with attendant highway, fuel, and air pollution costs.
3. Show an understanding of, and commitment to, fulfilling the community or area role in meeting the housing needs of the Bay Area with specific provisions for accommodating low and moderate income households. Special justification shall be required for proposals which would have the effect of restricting the location of housing choices for low and moderate income and minority families to areas of existing concentration of these population groups.

(General Assembly, October 1974)

B. NEW COMMUNITIES

1. All levels of government should foster and assist in the development of entirely new planned communities or the planned expansion of some existing small settlements into new communities. The plans for these new communities should support the objectives for a City-Centered Region. When fully developed, they should contain at least 100,000 people and should provide employment opportunities in proportion to the number of resident workers. New communities should be served by regional rapid transit and freeway facilities. Sites for this kind of development should be reserved at an early date.

(Regional Plan 1970:1990)

C. OPEN SPACE

1. Planning and management of the regional open space system is a prime responsibility of the Association.

The region should, in anticipation of future needs, secure the public open space that is needed while it is available.

First priority should be given to securing open space within and immediately around the urbanized space as depicted in the Regional Plan diagram.

2. Open space should be planned and managed to serve more than one function at the same time. These functions include managed resource production; natural and human resources preservation;



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human health, welfare and well-being; public safety; intraregional communication and service corridors, open space reserves (to maintain future options), and city-forming purposes.

3. Land preserved in open space for future controlled urban development should be released beyond 1990 as development pressure grows. The extent of the pressure should be determined at the local and regional levels. This land should be left in open uses for as long as possible or be included as part of the permanent open space system.

4. The Association should continue its development of open space policies through a continuing inventory, analysis, and evaluation of open space resources and needs.

(Regional Plan 1970:1990)

D. HUMAN RESOURCES DEVELOPMENT

1. The human side of a City-Centered Region should consist of a physical, social, economic and cultural environment which maximizes the opportunities for all segments of the population to develop their potentials.
2. Accordingly, all levels of government and the private sector should seek to identify and meet existing problems and to create opportunities for all the citizens of the region.
3. The Association should explore and develop regional policies for human resources development pertaining to health (both personal and environmental),

education and recreation.

4. The Association should provide the forum to be used for communication among regional agencies dealing in physical and socio-economic programs and for the coordination of physical, social, and economic policies.
5. Residents of the region should be encouraged to help in setting goals and develop plans for programs that have a direct impact on their lives.

(Regional Plan 1970:1990)

E. EQUAL OPPORTUNITY

1. Citizen participation and input in regional decision making. Alienation must be avoided. Minorities, especially poor minorities, tend to have minimal participation in the political process at all levels. They should be brought into the areas of political decision making as much as possible.
2. Economy/efficiency through units of government that deliver effectively such services as sanitation, police and fire protection, recreation, as well as health and welfare services.
3. Legitimacy. In order for the preceding values to be maximized in a system of regional governance, the system must be perceived as legitimate. This can only come about if the economic and social needs of low income and minority people are made an explicit part of regional objectives, policies, and actions.

(Regional Plan--1978)